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WARSAW TO BECOME INDUSTRIAL CENTER

PLAN NEW PLANTS -- Dziennik Polski, No 17, 18 Jan 50

Warsaw is to become an industrial center where metal, electrotechnical, and clothing industries will be heavily represented. Among others, the following industrial plants will be built during the next 6 years: a passenger automobile factory, lathe factory, tool factory, gauge factory, radio equipment plant, medical equipment plant, factory producing pharmaceuticals, glass foundry, bulb factory, electrical apparatus factory, printing plant, publishing house, clothing and knitwear factory, button factory, distillery, brewery, food processing factories, musical instrument factories, and an iron foundry.

The future plans contemplate the construction of a great north-south artery, and the extension of a number of minor thoroughfares. The construction of a subway and a new central railroad terminal are also planned. The entire Warsaw railroad junction will be electrified. The cross-town line will be developed and will have four tracks. A third bridge will span the Wisla near the Cytadela. About 50 kilometers of new trolley line will solve the city's communication problem.

With the further development of the sewerage and water-pipe systems, 97 percent of all buildings will get water (only 61 percent have water now), and 85 percent will have sewerage facilities against the present 43 percent.

Under the Six-Year Plan, Warsaw's population is expected to exceed one million inhabitants in 1955. The number of workers employed by industrial and construction enterprises will reach 200,000, or 40 percent of all wage earners.

The ratio of hospital beds to the population will be twice that of prewar years. The present mortality is 8.1 per 1,000 while in prewar years it was 11.3.

Before the war, industrial workers in Warsaw represented 10.5 percent of all workers employed in Poland's industries, while Warsaw's population was only 4 percent of the total population. Warsaw was the center of the precision industries. Warsaw had then 40.7 percent of Poland's electrical workers, 35.5 percent of all printing workers, and 15.3 percent of all metalworkers. Warsaw's small trades represented 20 percent of the nation's handicraft industries.

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In 1946, there were 54,000 industrial and construction workers, and by the end of 1949 about 130,000. New plants have been created, such as the State Clothing Factories and State Electric-Lamp Factories. Many factories have been rebuilt. Great strides have also been made in the field of commerce. It is expected that the turnover of socialized outlets in 1950 will amount to 70 percent of the total business turnover. The new plants to be built under the Six-Year Plan will occupy a total space of 5,600,000 cubic meters.

WARSAW RECONSTRUCTION ADVANCES -- Slowo Polskie, No 3, 22 Jan 50

Since construction schedules do not coincide with the calendar year, many buildings far advanced in construction in 1949 will be credited to 1950. Consequently, only a superficial summary of achievements in rebuilding Warsaw can be made at the beginning of 1950.

As early as 1948, buildings slated for repairs had been reduced to a minimum. In 1949, new construction began to dominate and posed new problems.

Organized construction has now replaced the disorganized hit-and-miss construction. New housing developments built by the ZOR (Workers' Settlement Enterprises) and the WSM (Warsaw Housing Construction Cooperative) have been concentrated in a few sections of the city and closely coordinated with the plans for the new Warsaw.

The Mlynów Development, the first to be completed this year, will accommodate 10,000; another ZOR project in Mirow will house 2,000; the Nowomiejski Development will house 1,250. The Muranów Development, to house 50,000, was the largest built in 1949. The Praga Development, to house 10,000 -- the last of the ZOR projects along the East-West highway -- was started last year.

Other housing developments built in 1949 are Mokotów, to house 10,000, and Kole, built by WSM to house 10,000; also a development in Żoliborz and another in Okęcie.

In 1949, the ZOR also started to rebuild some of the historical buildings on Krakowskie Przedmieście, preserving the former architecture of the exterior but modernizing the interior. The experience gained will be valuable in the rebuilding of the Stare Miasto and Nowomiejska sections.

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